



# **Program Management Team**

## **Monthly Progress Report**

To

CAHSRA Operations Committee

**June 2010**





## **CHSTP Environmental Milestone Schedule**

At the Authority's request and in consultation with the PMO, the June update of the Environmental Milestone Schedule has been restructured to track the progress of Technical Reports separately from the Administrative Draft EIR/EIS report and to change the way the "Percent Complete Toward NOD/ROD" is computed. Henceforth, we will be tracking the Draft and Final EIR/EIS and NOD/ROD milestone progress as separate efforts, not counting the contribution of the Admin Draft EIR/EIS progress to these follow-on milestones.

Our previous way of calculating the percentage completion of these latter milestones raised concerns of "double-counting" of some work; without arguing the merits of our earlier approach, we have converted the calculation methodology as suggested by the PMO and the Authority. In revising the methodology, we have also adjusted the weighting of the contribution of some of the milestones to the 100% complete NOD/ROD. These new weightings are reflected in the June update.

We have also very carefully scrutinized the percentage completion figures for each section, and in particular the four ARRA-eligible Sections, to confirm that the percentages shown accurately reflect the progress through June 30 for each of the milestones. In some cases, where necessary, we have lowered the "% Complete" from last month if we felt the actual progress was not up to the level previously reported.

The overall percentage of completion toward NOD/ROD reflects both adjustments in weightings and in reported milestone progress this month. We are still projecting that the NOD/ROD dates for the ARRA-eligible Sections can be achieved by the end of September 2011. As formal "earned value" methodology is incorporated in the Regional Consultants' and PMT's progress reporting process over the next few months, the planned and actual percentage completion values will be better supported.



## Environmental Milestones Schedule

Section/Activity	Assigned Weight	5%	15%	Board Briefing to Approve the Preliminary AA Report	Release Supplemental AA Report	Release AA Report	Technical Reports	Admin Draft EIR/EIS	15% Design	33%	5%	10%	2%	100%	Percent Complete Toward NOD/ROD
San Francisco - San Jose 50 miles	Plan	May '09	Apr. 8, 2010	Apr. '10	Jul. 1, 2010	Sept. '10	Sept. '10	Dec. '10	Dec. '10	July '11	July '11	Sept. '11	Sept. '11	Sept. '11	52%
San Jose - Merced 120 miles	Actual/Forecast % Complete	100%	Mar. 10 A	Apr. '10 A	Aug. 5, 2010	Aug. '10	Sept. '10	Dec. '10	Dec. '10	July '11	July '11	Sept. '11	Sept. '11	Sept. '11	0%
Merced - Fresno 65 miles	Plan	Oct. '09	May. 6, 2010	May '10	Aug. 5, 2010	Aug. '10	Apr. '11	Dec. '10	July '11	Feb. '12	Feb. '12	Apr. '12	Apr. '12	Apr. '12	47%
Fresno - Bakersfield 110 miles	Actual/Forecast % Complete	100%	Mar. '10 A	Apr. 8, 2010	Apr. '10	Jun. 3, 2010	June '10	Aug. '10	Sept. '10	Nov. '10	June '11	Aug. '11	Aug. '11	Aug. '11	47%
Bakersfield - Palmdale 85 miles	Plan	Mar. '10	Dec. 3, 2009	Mar. '10	Jun. 3, 2010	Sept. 2, 2010	Sept. '10	Sept. '10	Sept. '10	Aug. '10	Sept. '11	Oct. '11	Oct. '11	Oct. '11	47%
Palmdale - Los Angeles 60 miles	Actual/Forecast % Complete	100%	Mar. 10 A	Aug. 5, 2010	Aug. '10	Oct. 7, 2010	Nov. '10	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	49%
Los Angeles - Anaheim 30 miles	Actual/Forecast % Complete	100%	Jul. 8 '10 A	Sept. 2, 2010	Sept. '10	Nov. 4, 2010	Dec. '10	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	Sept. '11	24%
Merced - Sacramento 110 miles	Plan	Aug. '09	Not Applicable	Apr. 24, 2009	Jun. 3, 2010	June '10	Sept. '10	Oct. '10	Oct. '10	Oct. '11	56%				
Los Angeles - San Diego 167 miles	Actual/Forecast % Complete	100%	June '10	Jul. 1, 2010	Jan. '11	Aug. '11	Aug. '12	Aug. '12	Sept. '13	Sept. '14	Sept. '14	Dec. '14	Dec. '14	Dec. '14	41%
Altamont Corridor Rail Project 85 miles	Actual/Forecast % Complete	100%	June '10 A	Sept. 2, 2010	Sept. 10	Jan. '11	Dec. '12	Mar. '13	Mar. '13	Aug. '13	Aug. '13	Aug. '13	Aug. '13	Aug. '13	18%
A = Actual															

# **CHSTP Program**

---

## **CHSTP Program - Summary Accomplishments**

- The Board approved Preliminary Alternatives Analysis (AA) Reports for the San Jose to Merced and Fresno to Bakersfield Sections.
- Board briefings were prepared for the July Board Meeting in Los Angeles for the following:
  - Supplemental AA Report, incorporating a shared-track alternative, for the Los Angeles to Anaheim Section
  - Preliminary AA Report for the Palmdale to Los Angeles Section, and
  - Initial Alternatives for the Bakersfield to Palmdale Section
- The PMT prepared ARRA Section summary schedules and checklists for tracking deliverables and a PMT resource-loaded review schedule of Environmental Deliverables.
- Continued progress was made in advancing the Preliminary Engineering and the Administrative Draft EIR/EIS documents in all of the Phase 1 & 2 Sections. The ARRA Sections are still on track to meet the mandated September 2011 NOD/ROD date. The Preliminary Alternatives Analyses were advanced for Los Angeles to San Diego, Merced to Sacramento and the Altamont Corridor.
- Key meetings were held this month with BNSF and the UPRR to discuss and resolve shared right-of-way issues. On June 8, held a BNSF meeting to discuss MOU, shared-track operations, and FRA guidance on compliant vs. non-compliant equipment. On June 16, met with UPRR (Metro/Authority/PMT) to discuss CHSTP proposals to share existing Metro-owned ROW through San Fernando Valley and UPRR-owned ROW entering Palmdale.
- Responses to comments on the Bay Area-Central Valley EIR materials are being prepared for Board action on the re-certification of the EIR expected to be at the September 2 Board Meeting.

## **CHSTP Program Key Issues**

- The PMT and each of the Regional Teams received Limited Notices to Proceed and Provisional AWP authorizations for FY10/11, starting July 1, 2010. The timing of the State Budget approval may affect the work progress, especially in non-ARRA Sections with very limited funding authorization.
- The ARRA Section schedules are extremely tight; management attention to maintaining these schedules continues to be the highest priority. It is critical to start engaging the FRA in discussions about the ARRA section grant requirements and whether all four CHSRA D/B sections will remain eligible for funding once FRA's eligibility ground rules are known. A meeting with the FRA is scheduled for the week of July 12-16 in Sacramento to discuss the ARRA grants and the next round of HSIPR funding announced at the end of June. The next set of FRA grant applications is due on August 6, 2010.
- The Authority and FRA have agreed to receive the Final Technical Reports for ARRA eligible funding after submittal of the Administrative Draft EIR/EIS.

# CHSTP Program

---

## PMO Comments

### **Accomplishments**

The PMO concurs with the PMT report.

### **Key Issues**

The PMO concurs with the PMT report.

### **Environmental Milestone Schedule**

The PMO concurs with the modifications to the Environmental Milestone Schedule, with the addition of the Environmental Technical Studies milestone and showing no progress yet on the Draft and Final EIR/EIS and ROD/NOD.

## San Francisco to San Jose

---

### Accomplishments

- Held remaining Alternatives Analysis workshops in the Peninsula cities. All the communities have now been briefed on the Preliminary AA report.
- HNTB continued its focus both in the environmental and engineering tasks to meet its FY 09/10 deliverables deadlines.
- Worked on stitching alignments together for the SF to SJ Section, based on input from community meetings and further engineering analysis. The Team should have stitched alignments to discuss with the Authority in early July. The RC is preparing a Supplemental AA report to be presented at the August Board meeting.
- HNTB's Environmental Documents reviewed this month include eleven settings reports and Draft EIR/EIS sections. Engineering submittals received and reviewed included five In-Progress 15% Submittal packages, draft 15% design geotechnical data report and geotech design memo, and a 15% design hydrology/hydraulics report, Floodplain report and Stormwater Management report.
- The Purpose and Need was completed and sent to the USEPA and the Corps in mid-June.
- Continued working on developing a schedule for completing the NOD/ROD by September 2011. The team now has an approved schedule for production of the environmental documents.
- The PMT conducted over-the-shoulder reviews of HNTB's engineering work, which is progressing satisfactorily.
- The PMT worked with HNTB on their Annual Work Plan and reviewed the planned work, deliverables, schedule, and level of effort for 2010-2011. HNTB resubmitted their revised plan.

### Key Issues

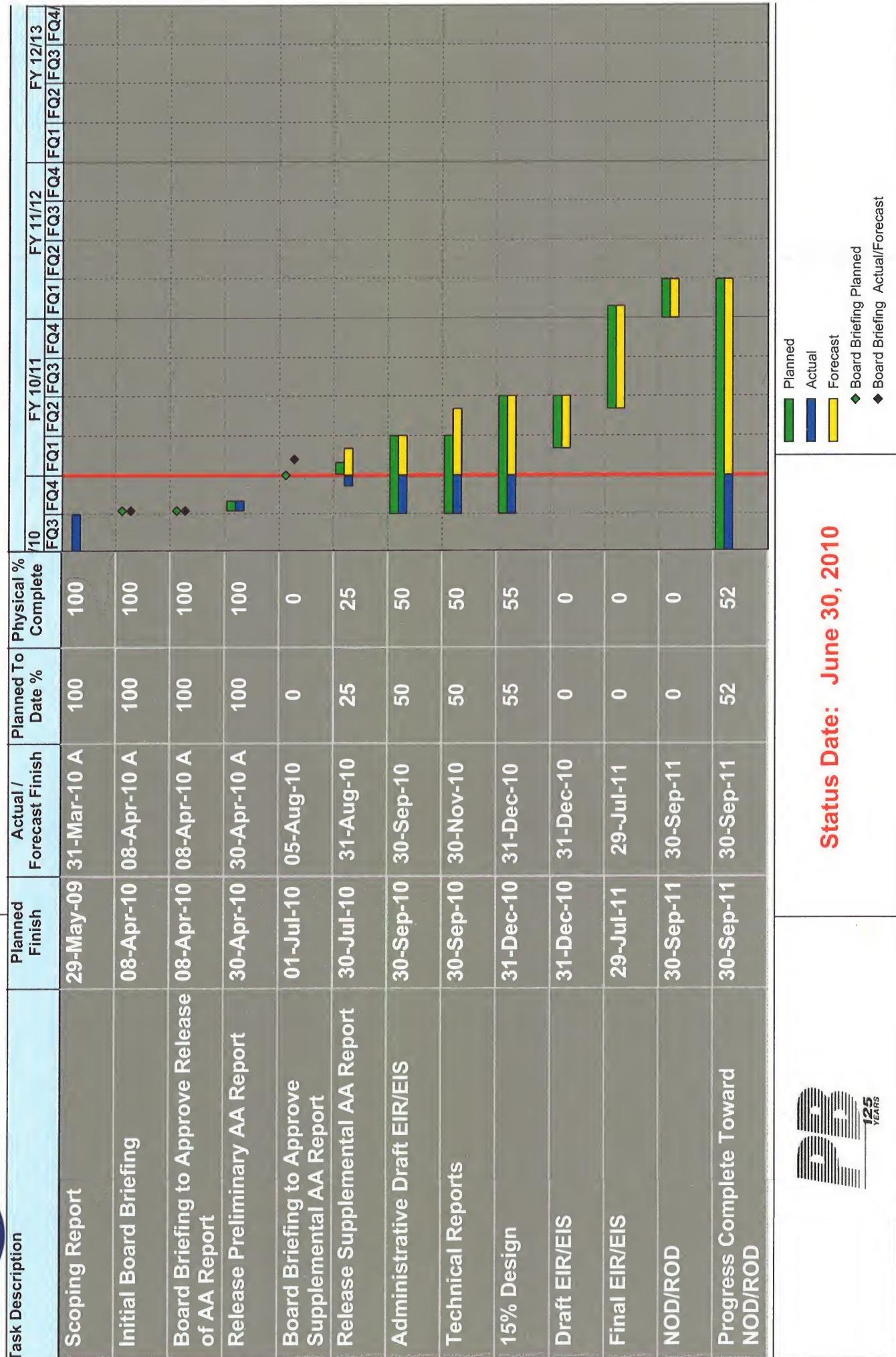
- The schedule is very compressed. While the June schedule does not show any change in the deliverables dates, in July there will be a change in the delivery of the 15% integration package from September to October 2010 to change the alignment of Caltrain tracks to the outside and HST tracks to the inside tracks to reduce the footprint at Caltrain station locations (using side rather than center platforms). Nevertheless, HNTB still expects to complete their Admin. Draft EIR/EIS report by the September 2010 deadline and completion of the 15% design by December 2010, so the overall schedule will remain intact.
- In response to questions about the AA cost estimates, an Errata sheet was prepared and posted on the Authority's Website, clarifying and correcting these estimates.
- The cultural resources team is moving forward, but is operating without a signed Programmatic Agreement and SHPO has just received the initial Areas of Potential Effects (APEs). The APEs will need to be modified to account for refinements in the track configuration and vertical options.
- Meetings with the TJPA staff are scheduled in July to discuss the match line between the Authority's tunnels to the Transbay Transit Center and TJPA's Phase 2 project.
- An analysis of the four existing Caltrain tunnels revealed some Fire/Life-Safety and Code compliance issues that need to be discussed and resolved with City and State Safety Officials. Bob Doty is taking the lead in arranging these meetings.



# CHSTP Environmental Schedule

## San Francisco to San Jose - 50 miles

**CALIFORNIA**  
without ever leaving the ground.



# San Francisco – San Jose

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report with the following additional issue reported previously:

- There may be a need to protect right-of-way for the light maintenance/layover yard in San Bruno planned for possible commercial/residential uses. It does not appear that any such actions are in progress on this.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion



## San Jose to Merced

---

### Accomplishments

- Completed the Preliminary AA Report and presented it to the Board in June. The Board approved the Preliminary AA on June 3 and it was posted on the Authority's Website. The alignment alternatives between Diridon Station and Tamien Station were narrowed to the SR 87/I-280 Alternative.
- Public outreach was expanded in preparation for the release of the Preliminary AA to increase participation at the June 3 Board meeting.
- Conducted multiple meetings including:
  - Technical Working Group Meetings: Merced (June 17) and Gilroy (June 28)
  - Public Information Meetings: Los Banos (June 15), Dos Palos (June 17), Gilroy (June 28)
- Continued 15% design development of AA alternatives and design options for San Jose/Monterey Highway and Morgan Hill to Gilroy subsections. Also continued performance of analysis and evaluation of "complex" bridges. Submitted the Bridge and Structures Technical Design report. Prepared and submitted floodplain, drainage and utility reports.
- Continued revisions to draft Chapter 2, Alternatives and Purpose and Objectives. Conducted botany and wildlife surveys; and continued preparation of Geology, Soils, and Seismicity Draft Baseline/Affected Environment EIR/EIS Sections. At the end of June, 2 of 9 draft baseline sections for technical reports had been submitted and 4 of 19 draft baseline portions of the EIR/S sections have been completed.
- Resubmitted Annual Work Program for FY10/11 in response to Authority/PMO comments.

### Key Issues

- Parsons has focused its resources on completing the Program EIR which is expected to be presented at the September Board meeting, so the Supplemental Alternatives Analysis Report has now slipped to the October meeting.
- The constrained budget available through the end of June (the fiscal year cap) caused the Parsons Team to curtail spending to assure that the budget was not exceeded. Therefore, the delivery of the In-Progress 15% Design submittal for the Morgan Hill to Gilroy section will slip into early July.
- Parsons has advised the Authority that the letter received with the interim LNTP at the end of June will cause significant schedule delays in the 30% design.

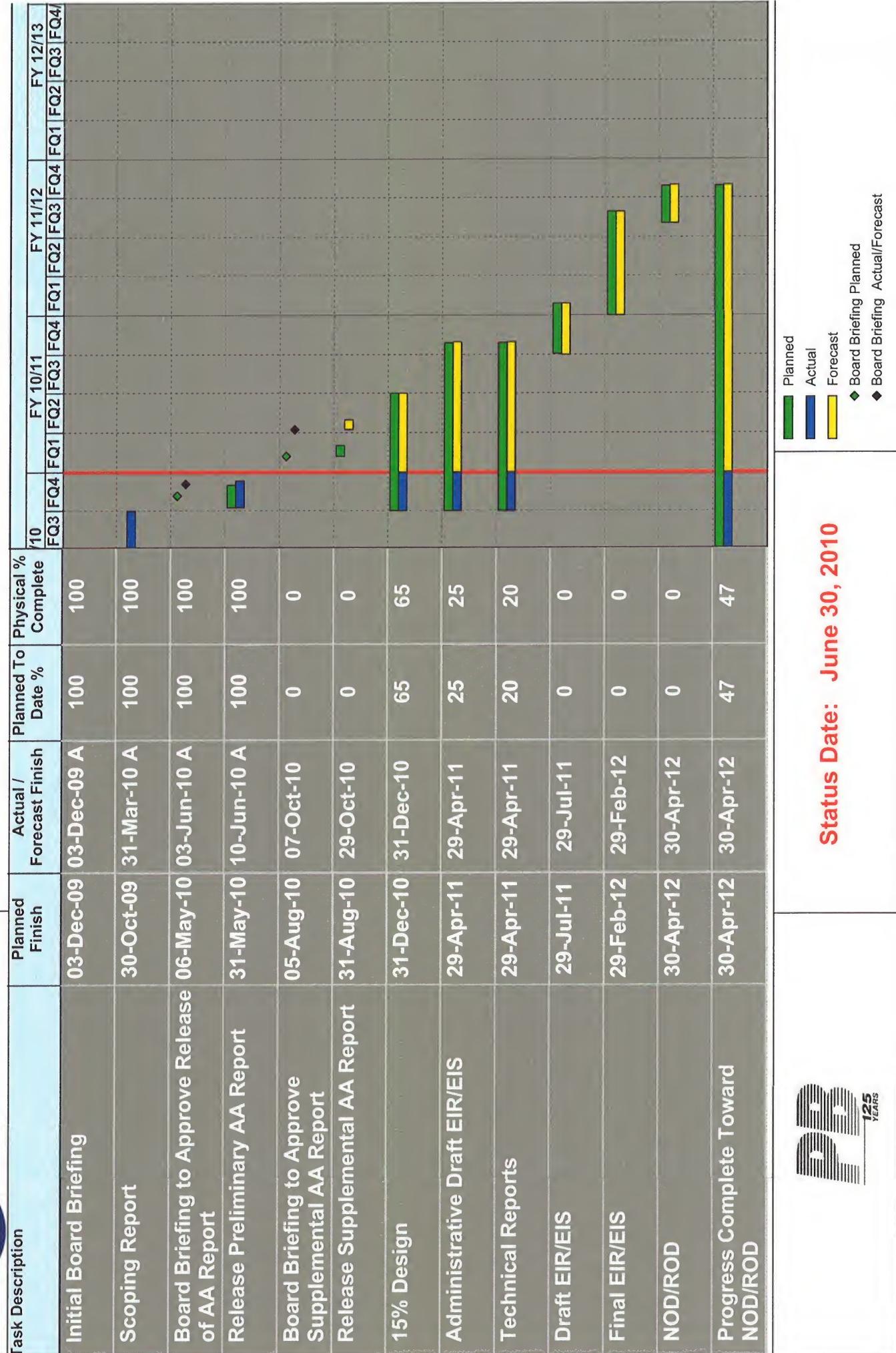




**CALIFORNIA**  
without ever leaving the ground.

# CHSTP Environmental Schedule

## San Jose to Merced - 120 miles



# San Jose - Merced

---

## PMO Comments

### **Accomplishments**

The PMO concurs with the PMT report.

### **Key Issues**

The PMO concurs with the PMT report with the following additional issue:

- Environmental field surveys may be incomplete due to the absence of “Permissions to Enter” on some large properties along the Pacheco Pass. A process may be needed to allow access in lieu of a “Permission to Enter.”

### **Schedule**

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion



## **Merced to Fresno**

---

### **Accomplishments**

- During the month of June a series of public meetings was held that brought focus not only to various aspects of the Merced to Fresno Section within the Section constituents (Le Grand and Planada public, Madera City Council, Madera County Board of Supervisors, and City of Fresno staff), but also across segment borders (Los Banos, Dos Palos and Merced for the San Jose to Merced Section).
- Analysis of technical feasibility continued on the eight proposed HMF sites, as well as on the alternative E-W “wye”connections between San Jose and Merced.
- The Team has identified a new “hybrid” connection between the proposed A1 line from Fresno, the Avenue 24 connection to San Jose, and the A2 alignment to Merced located just west of Chowchilla, which would eliminate the need for the very expensive and controversial A2 connection through Chowchilla (taking the City of Chowchilla out of the center of the “wye”). This will be further investigated in July and discussed with the communities and agricultural interests in the area, and if found to be viable, brought back to the Board for consideration in a Supplemental AA in August. The Supplemental AA will also recommend not carrying forward some of the proposed HMF sites.
- The Purpose and Need statement is being revised to reflect inclusion of the A1 Alignments and wye connections.
- In Preliminary Engineering, design of draft plan and profile for all alignment alternatives and connections to San Jose Wye was completed. Included is a preliminary list of road closures and grade separations for alternative A1 and A2, as well as preliminary locations of traction power substations and related facilities.
- Review of the revised AWP was completed with comments forwarded to AECOM for remedial actions.

### **Key Issues**

- Alternative A1 alignment required accelerated efforts involving significant budget shifts in FY 09/10 to accommodate these efforts and stay within the current AWP budget. Several planned non-critical-path activities (such as station area development, and other scheduled subcontractor activities) were deferred to FY10/11 to complete the added requirements and maintain the overall schedule.
- The schedule is very compressed. Nevertheless, it is anticipated that the NOD/ROD completion date of September 2011 can still be met. Streamlining of the deliverables review process is being discussed with the PMT, Authority, and FRA to help maintain the schedule.
- Alternative Heavy Maintenance Facility (HMF) sites and various east-west corridor approaches from San Jose and wye connections need to be reduced in number if possible to minimize the work effort in hours and dollars to accommodate the limited funding and tight schedule.
- AECOM must submit a Project QA/QC plan.





# CHSTP Environmental Schedule

## Merced to Fresno - 65 miles

**FLY CALIFORNIA**  
without ever leaving the ground.

Task Description	Planned Finish	Actual / Forecast Finish	Planned To Date %	Physical % Complete	FY 10/11			FY 11/12			FY 12/13		
					FQ3	FQ4	FQ1	FQ2	FQ3	FQ4	FQ1	FQ2	FQ3
Initial Board Briefing	03-Dec-09	03-Dec-09 A	100	100									
Scoping Report	31-Mar-10	31-Mar-10 A	100	100									
Board Briefing to Approve Release of AA Report	08-Apr-10	08-Apr-10 A	100	100									
Release Preliminary AA Report	26-Apr-10	26-Apr-10 A	100	100									
Board Briefing to Approve Supplemental AA Report	03-Jun-10	05-Aug-10	0	0									
Release Supplemental AA Report	30-Jun-10	31-Aug-10	0	0									
Administrative Draft EIR/EIS	31-Aug-10	30-Sep-10	50	50									
Technical Reports	30-Aug-10	30-Nov-10	50	50									
15% Design	30-Sep-10	31-Dec-10	45	45									
Draft EIR/EIS	30-Nov-10	31-Dec-10	0	0									
Final EIR/EIS	30-Jun-11	31-Jul-11	0	0									
NOD/ROD	31-Aug-11	30-Sep-11	0	0									
Progress Complete Toward NOD/ROD	31-Aug-11	30-Sep-11	47	47									



**Status Date:** June 30, 2010

Planned  
Actual  
Forecast  
◆ Board Briefing Planned  
◆ Board Briefing Actual/Forecast

# Merced - Fresno

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion

The milestone dates in the RC schedule differ from the PMT schedule. The RC schedule shows the Final EIR/EIS complete in October 2011 and the NOD/ROD complete in November 2011. The RC schedule should be adjusted to match the PMT schedule (and ARRA deadline for NOD/ROD).



## Fresno to Bakersfield

---

### Accomplishments

- The RC completed the Preliminary AA Report and Board briefing and posted them to ProjectSolve on June 2 and to the Authority Website on June 3, upon Board approval. Prepared material for the July 8 Board briefing as follow-up and clarification of Alternatives.
- Continued working with the City of Hanford, Kings County, and the agricultural interests along the alignment through Kings County to identify and address potential impacts to agriculture. Met with several property owners/farmers directly impacted by HST alignments to listen to their concerns and ideas for improving proposed alignments.
- Began planning Public Information Meetings in July in Bakersfield, Hanford, Wasco/Shafter and Fresno and for TWGs to be held in July and August for Kern and Fresno Counties.
- Presented a progress briefing on Alternatives for the Fresno to Bakersfield and King-Tulare region stations to the Authority, PMT and RC on June 16.
- Completed review of Versions 3 and 4 of the RC FY10/11 AWP.

### Key Issues

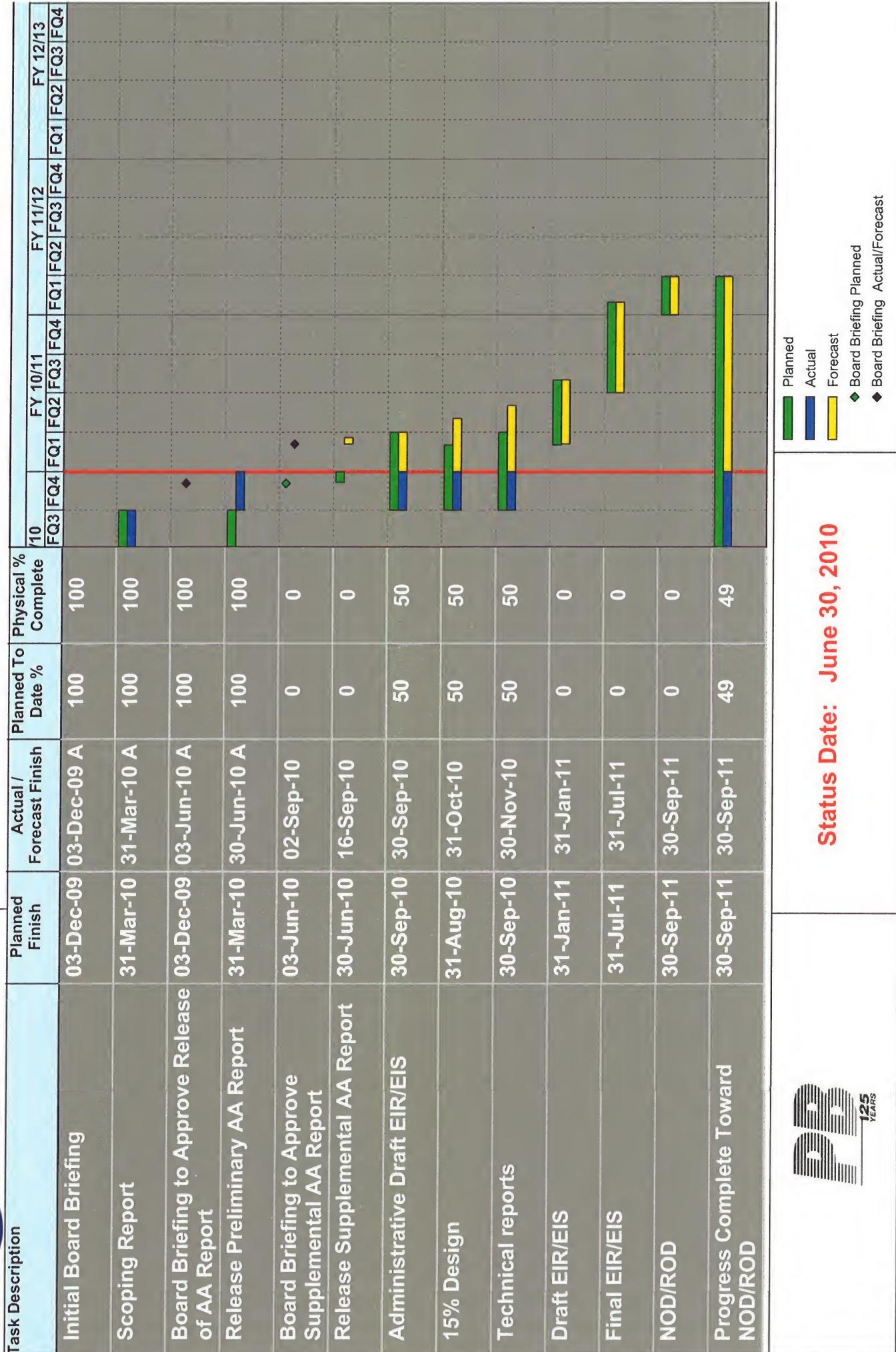
- Working with the RC to enhance the timely delivery and quality of the outreach program products.
- The RC schedule for 30% design assumes that survey monuments will be set and that a likely alignment alternative will be selected by August 1. As both of these are unlikely to occur, need to work with RC on how best to move forward. May include assuming an alignment and having RC perform surveying and design at risk.
- Fresno to Bakersfield in-progress 15% Design Alignments Submittal (May 28) was found by the EMT to be insufficient to allow complete review. RC to submit supplemental information. This will take place after July 1. This is delaying EMT ability to review the Structural in-progress submittal.
- As discussed at the June 3 Board meeting, additional alignments in and around Hanford are being evaluated for feasibility. This is not currently expected to affect the schedule to certify the Fresno to Bakersfield EIR/EIS. However, decisions regarding inclusion of new or modified Hanford area alignments in the Admin Draft EIR/EIS (due mid-August) are urgently needed. An Authority/FRA/AG meeting is to be convened in July and a Supplemental AA report will be made to Authority Board at the September Board Meeting.
- One alignment in Bakersfield requires removal of a building at Bakersfield High School (BHS). A meeting was held with BHS and Kern High School District on June 29 to help understand range of potential mitigations for potential impacts. Follow-up needed between RC architect, school, and State Department of Education to determine true feasibility of potential mitigations.
- Noise and vibration data are urgently needed for discussions with stakeholders throughout the corridor. The PMT is working with the Authority to complete the Sound Fact Sheet for release to the RC in July.



# CHSTP Environmental Schedule

**CALIFORNIA**  
*Without ever leaving the ground.*

## Fresno to Bakersfield - 110 miles



# Fresno - Bakersfield

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion

The RC schedule shows the Environmental Technical Reports being completed in January 2011 versus November 2010 shown on the PMT schedule. This should be reconciled.



## Bakersfield to Palmdale

---

### Accomplishments

- Due to the April 2010 shift of funding from this Bakersfield-Palmdale Section to the Fresno-Bakersfield Section, work on B-P through the June 30 was limited to advancing the Alternatives Analysis process.
- This month, the RC Team prepared draft materials for Bakersfield to Palmdale (B-P) Initial Alternatives presentation for the July Board meeting, held a dry-run presentation with Authority staff on June 22, and finalized materials for the July 8 Board Briefing on the B-P Initial Alternatives.
- The RC and EMT continued discussions to finalize traction power substation and phase break locations in the Tehachapis.
- On June 1-2, the Team met with and presented HST proposed alignment alternatives to the Antelope Valley stakeholders, including the Hispanic Chamber of Commerce, Sempra, Mojave Airport and Antelope Valley University.
- The Team coordinated with the resource agencies for the Initial Alternatives briefing of the Board in July.
- Completed preparations for Public Information meetings in Lancaster and Tehachapi. The RC submitted the following deliverables and materials:
  - Revised display boards for the Tehachapi Public Information Meeting
  - Bakersfield to Palmdale Initial Alternatives Analysis Memorandum and PowerPoint.

### Key Issues

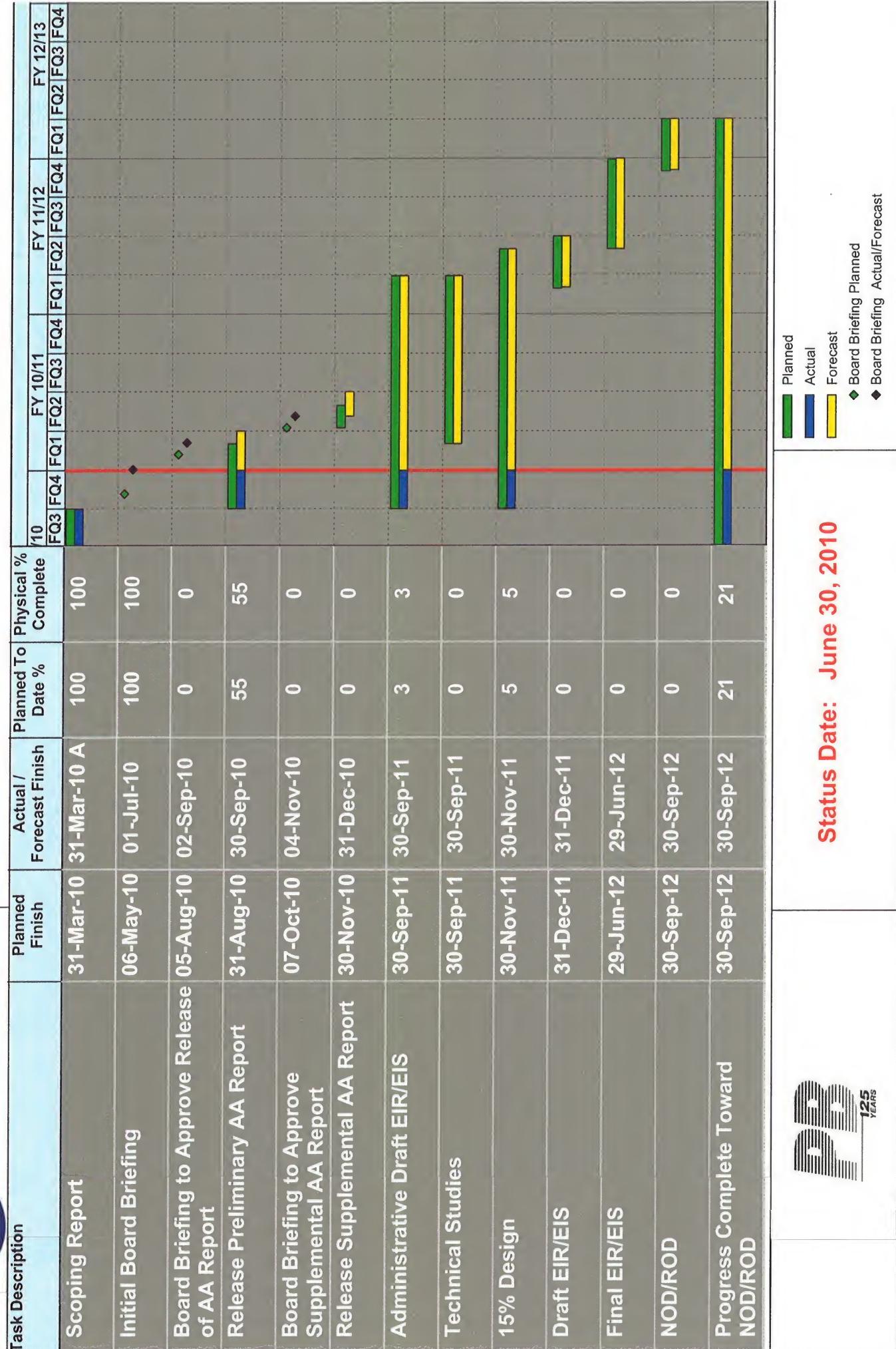
- The provisionally approved FY 10/11 AWP budget supports completion of only the AA process for this Section, delaying the environmental studies to FY 11/12. An effort will be made, however, to see if the field work could still be conducted in the spring of 2011, to avoid delaying this Section by a whole year. The PMT will work with the RC to prioritize the use of available funding.



**CALIFORNIA**  
without ever leaving the ground.

# CHSTP Environmental Schedule

## Bakersfield to Palmdale - 85 miles



# Bakersfield - Palmdale

---

## PMO Comments

### **Accomplishments**

The PMO concurs with the PMT report.

### **Key Issues**

The PMO concurs with the PMT report.

### **Schedule**

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion

Compared with the PMT Schedule, the RC schedule shows the Administrative Draft EIR/EIS 13 months later; the Draft EIR/EIS 15 months later; the Final EIR/EIS 15 months later; and the NOD/ROD 13 months later.



## **Palmdale to Los Angeles**

---

### **Accomplishments**

- Main focus through the month of June was completion, review and incorporation of comments to Preliminary AA from PMT, Authority, FRA and AG, drafting of an Executive Summary and preparation of PowerPoint presentation for the Authority Board meeting on July 8. A presentation of alternative studies and proposals was made to the Authority / FRA / AG staff on June 10.
- An initial meeting was held with UPRR (Metro/Authority/PMT) to discuss CHSTP proposals to share existing Metro-owned ROW through San Fernando Valley, and UPRR-owned ROW entering Palmdale. Proposals to relocate existing services to the west side, install HST along the east side, and route alternatives leaving LAUS were explained. Further meetings are being scheduled with UPRR on this subject.
- Annual Work Program (AWP) revisions were submitted, reviewed by the RM, comments addressed and recommendation made to the Authority for agreement, subject to close monitoring of environmental effort and expenditure through FY10/11.

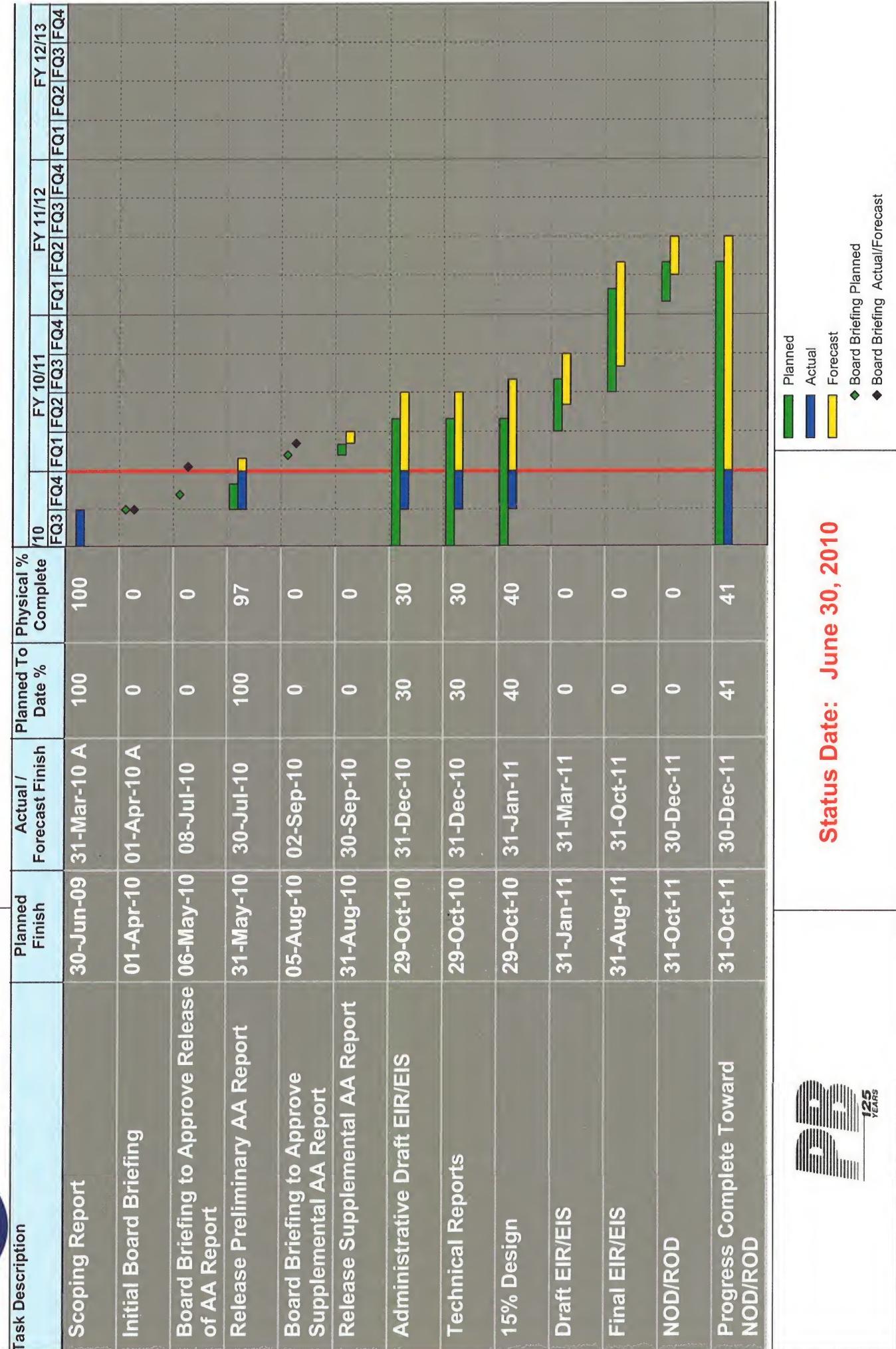
### **Key Issues**

- At an initial meeting with State Parks, at which alignment options north of LAUS were presented, State Parks stated its opposition to the direct cut and cover alignment through Cornfields, from an at-grade LAUS, due to the impact that would be caused to the historical remains in the park dating back to this area's use as the main rail terminus in Los Angeles. An alternative solution was studied and discussed with State Parks for an alignment from the at-grade LAUS option, that would parallel Spring Street and descend into cut-and-cover tunnel, before turning north under east edge of Cornfield Park in bored tunnel.
- The RC's June monthly schedule update reflects a two-month delay in delivery of the Admin Draft EIR/EIS, Draft EIR/EIS and NOD/ROD. The new dates have now been reflected in the June Environmental Milestone Schedule, as well. This schedule slippage was necessitated by additional work needed to resolve route alignment and station location issues discussed in the presentation of the Preliminary AA Report at the July Board Meeting.



# CHS Environmental Schedule

## Palmdale to Los Angeles - 60 miles



# Palmdale – Los Angeles

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report with the following addition:

- As indicated under Accomplishments in the PMT report, the issue of shared Metro and UPRR right-of-way continues to be a challenging issue.
- Elevated discussions are required with Caltrans in order to potentially avoid likely future reconstruction of Metrolink facilities near Empire Avenue in Burbank in connection with widening of I-5.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion



## Los Angeles to Anaheim

---

### Accomplishments

- Significant progress was made on engineering for and obtaining railroad operational concurrence in the LA-Anaheim shared-track alternative. Delivery of the Supplemental AA report and Board briefing materials was accomplished at month's end. The outreach effort was accelerated in preparation for the Board meeting to be held in Los Angeles in July.
- Held a parking strategy meeting with City of Anaheim on June 3 to discuss parking options alternatives should the City of Orange object strongly to parking in support of ARTIC. Identified several potential locations contingent upon the City of Anaheim and Authority executing an agreement.
- Held a meeting on June 3 with the City of Anaheim and the ARTIC design team to discuss the proposed shared-track configuration and the Anaheim West Maintenance facility connections.
- Significant outreach was undertaken with the Corridor cities and the Gateway Cities COG to participate in the development of the shared-track alternative. Met with the OC City managers on June; agreed to continue weekly city briefings as the shared-track design is developed. Attended Gateway Cities meeting with RvA on June 18 to continue discussing the shared-track alternative.
- Attended a June 15 meeting with the EPA to discuss 404 NEPA Integration. Surveyed the entire alignment with the group and discussed 404 Waterways.
- On June 16, met with the LA-SD section to discuss their connection. The need for a possible aerial connection required a re-design of track alignments between 4th St. and LAUS.
- Conducted a Webinar with FRA and Authority on June 17. Reviewed all options and received guidance on Supplemental AA materials for the Board presentation.

### Key Issues

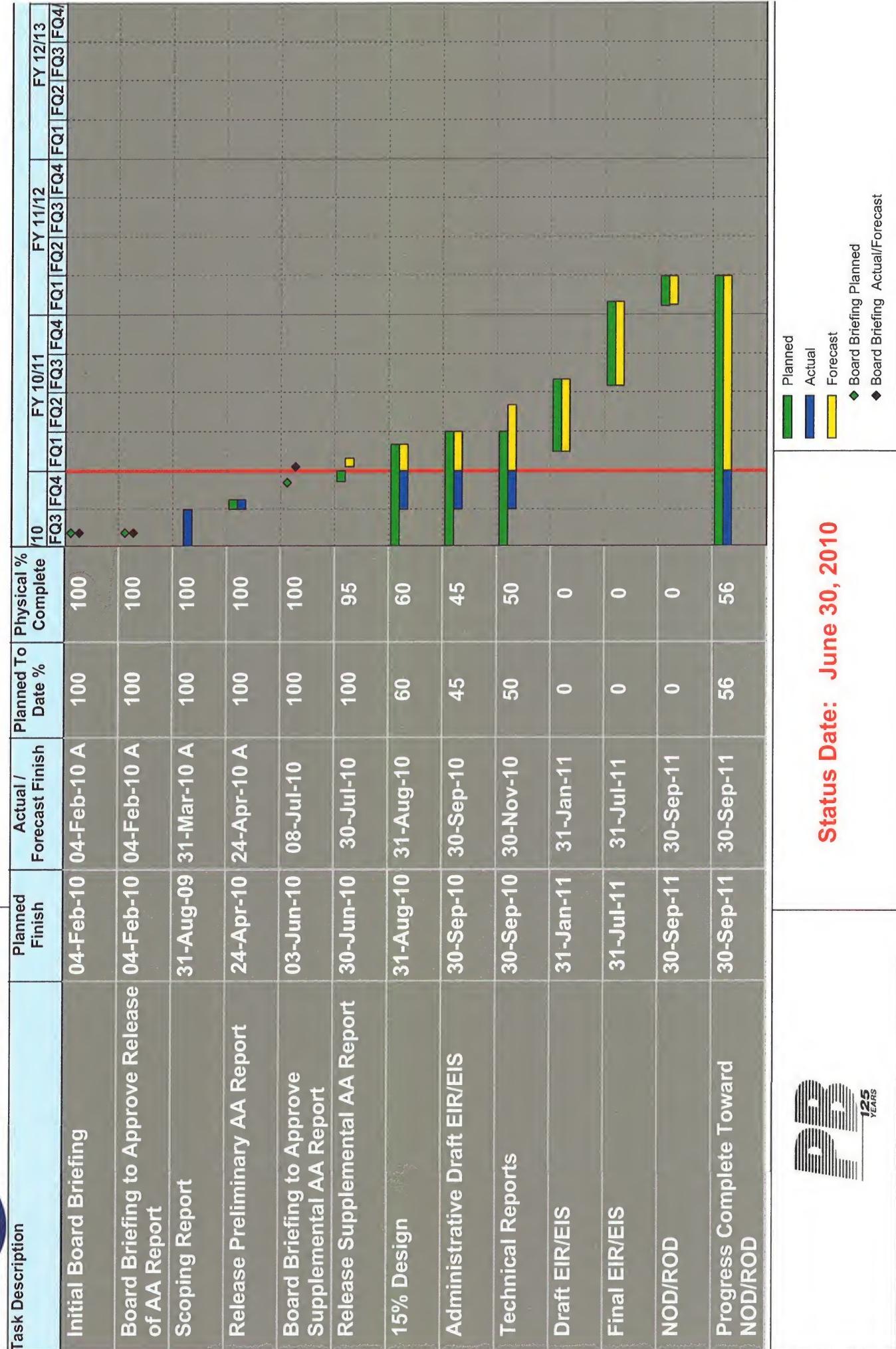
- The GC COG reiterated their request for the Authority to conduct detailed economic studies of impacts related to HSR coming through the Gateway Cities. This would have significant budget and schedule consequences. Final guidance on this issue needs to be obtained from the Authority staff.
- The City of Anaheim provided new direction to their designers to reduce the size and footprint of the Phase 1 ARTIC building and cut back on features supporting future HSR. CHSTP's future needs have not been precluded. However, the Phase 1 ARTIC design does not incorporate any facilities for HSR use.
- The Shared-Track Alternative will impose different impacts on the surrounding properties than the Dedicated Track Alternative. These need to be quantified, evaluated, and reflected in the DEIR/EIS documents and cost estimates.
- The City of Anaheim, OCTA, MTA, and GCCOG have all expressed concern about having only one Vehicle Layover/Maintenance Facility (West Anaheim). The Authority has agreed to evaluate the Amtrak 8th St. Yard site and look for other possible sites along the corridor.
- UPRR concurrence is needed for the operation of the diamond crossing leads and DT Junction over-crossing adjacent to the proposed Anaheim West Layover Facility.
- HSR crossings of waterways will be required to go through the Army Corp of Engineers 408 permitting process. This may have schedule impacts to the NOD/ROD. STV has been tasked with developing engineering solutions to avoid the 408 process.



**CALIFORNIA**  
Without ever leaving the ground.

# CHSTP Environmental Schedule

## Los Angeles to Anaheim - 30 miles



# Los Angeles - Anaheim

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.

As previously reported, other critical environmental tasks include:

- USACOE 404 (b) (1) Report and LEDPA Finding
- Section 7 Consultation and Biological Opinion



## **Los Angeles to San Diego**

---

### **Accomplishments**

- On June 29 a follow up So Cal ICG conference call was held with the Authority to discuss delaying the Preliminary AA report to the September Board meeting. The current schedule to finalize the Preliminary AA Report is as follows:
  - HNTB continue to fill in the “holes”
  - Review session of the “Administrative Preliminary AA” with the PMT and HNTB discipline leads is scheduled for July 20.
  - Complete the engineering refinements by the week of July 19.
  - Complete the requested follow up meetings in July.
- The Preliminary AA report will be available for Authority/FRA/AG review in mid-August.
- A new concept was introduced where a connection for the LA-SD section would be provided just south of 6th Street. The LA-SD section continues to coordinate with LA-Anaheim and Palmdale to LA Sections for the needs for the LA-SD connection in Los Angeles for the various horizontal and vertical alternatives being developed (1st Street and 6th Street connection points).

### **Key Issues**

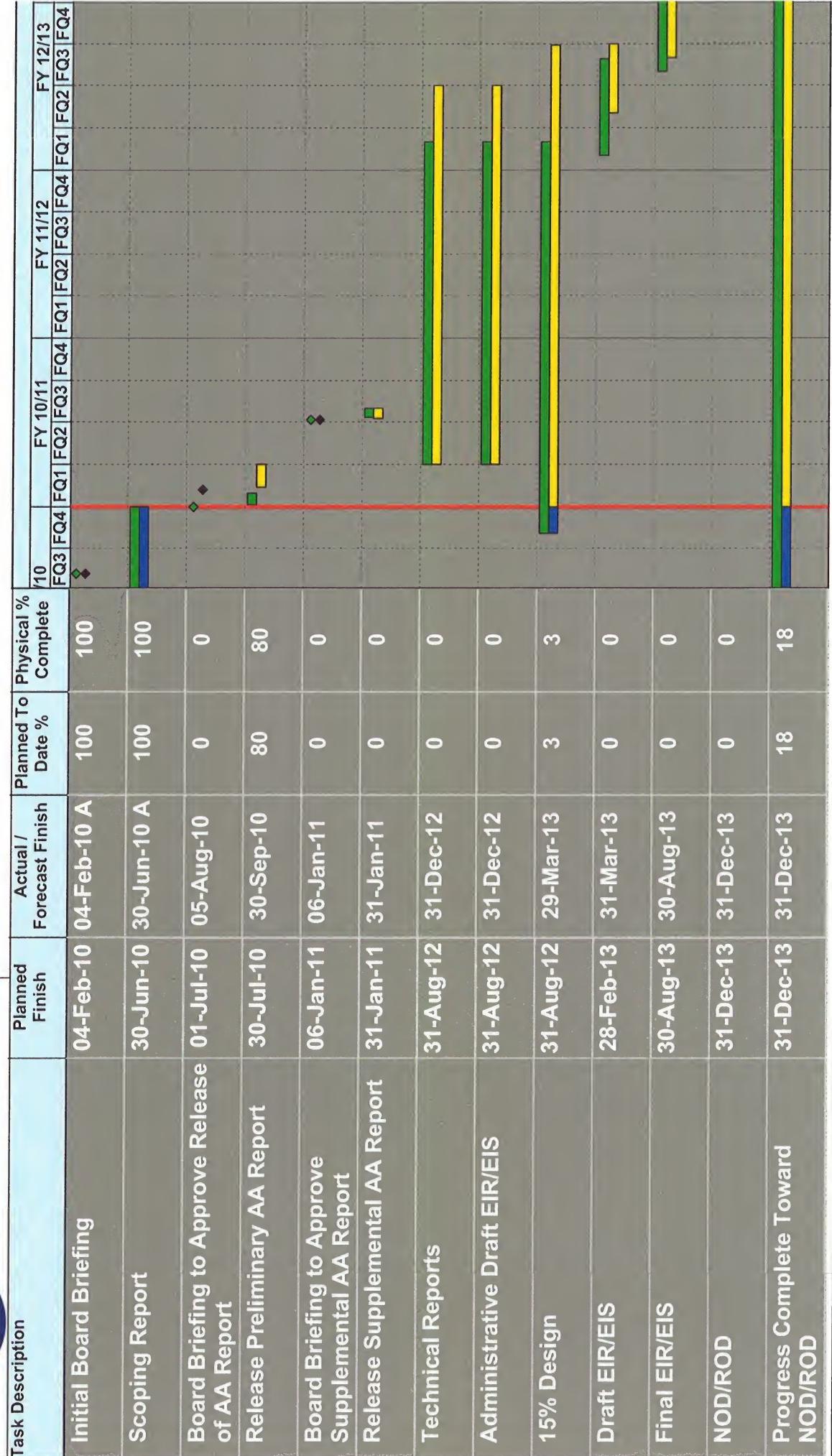
- A meeting was held with HNTB in Sacramento on June 24 where they explained that essentially they had stopped all efforts except for continuing to produce a Draft Preliminary AA with information developed to date by the end of June without incorporating the new information received from the TWGs during the second half of May. Ideally the follow-up meetings to refine the “flashpoints” areas would have occurred in June, however due to budget issues, these had to be delayed to July 1, upon the start of the new fiscal year budget.
- At the June 8 CHSRA/SoCal CEOs coordination meeting, RCTC requested that their property rights must be considered in evaluating the Shared-Track Alternative. Art Leahy again raised the issue of turnaround times, and stated he has “reports from Asia that they turn their trains in 12 minutes.” (Information has been received from the Tokyo Station experience for the Tohoku and Joetsu Shinkansen cars confirming the 12 minute turn-around time.) The politics and influence of east LA was discussed, due to the freeway projects bisecting their neighborhoods the political support for them is heightened.
- HNTB’s provisionally-approved FY10/11 AWP budget limitation of \$3.7 million will constrain the work to be undertaken in the LA-SD Section this year, unless the PRIIA grant is approved which could provide additional funding of \$6.4 million.



# CHS TP Environmental Schedule

**CALIFORNIA**  
Without ever leaving the ground.

## Los Angeles to San Diego - 167 miles



**Status Date:** June 30, 2010

Planned  
Actual  
Forecast

Board Briefing Planned  
Board Briefing Actual/Forecast

# Los Angeles – San Diego

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.



## **Merced to Sacramento**

---

### **Accomplishments**

- The RC continued to refine the Merced to Sacramento program alignment into an Initial Range of Alternatives, which were presented to the Board on May 6 and approved. The Preliminary AA report is scheduled to be prepared and presented to the Board in December 2010.
- The PMT continued working with the RC engineers to define/locate/verify alignment “hard spots” on graphic/mapping information. The RC continued to identify and document information on alignment impacts.
- The RC Team conducted a Sacramento Terminal Workshop in AECOM’s Sacramento Office on June 29. The question was raised whether the proposed maintenance platforms shown in the Programmatic EIR/EIS documents at Sacramento Terminal needed to be provided in the station, or whether they could be located elsewhere in a nearby layover facility. The PMT is following up to answer this question.
- Continued coordination with the Altamont Corridor regional consultant team.

### **Key Issues**

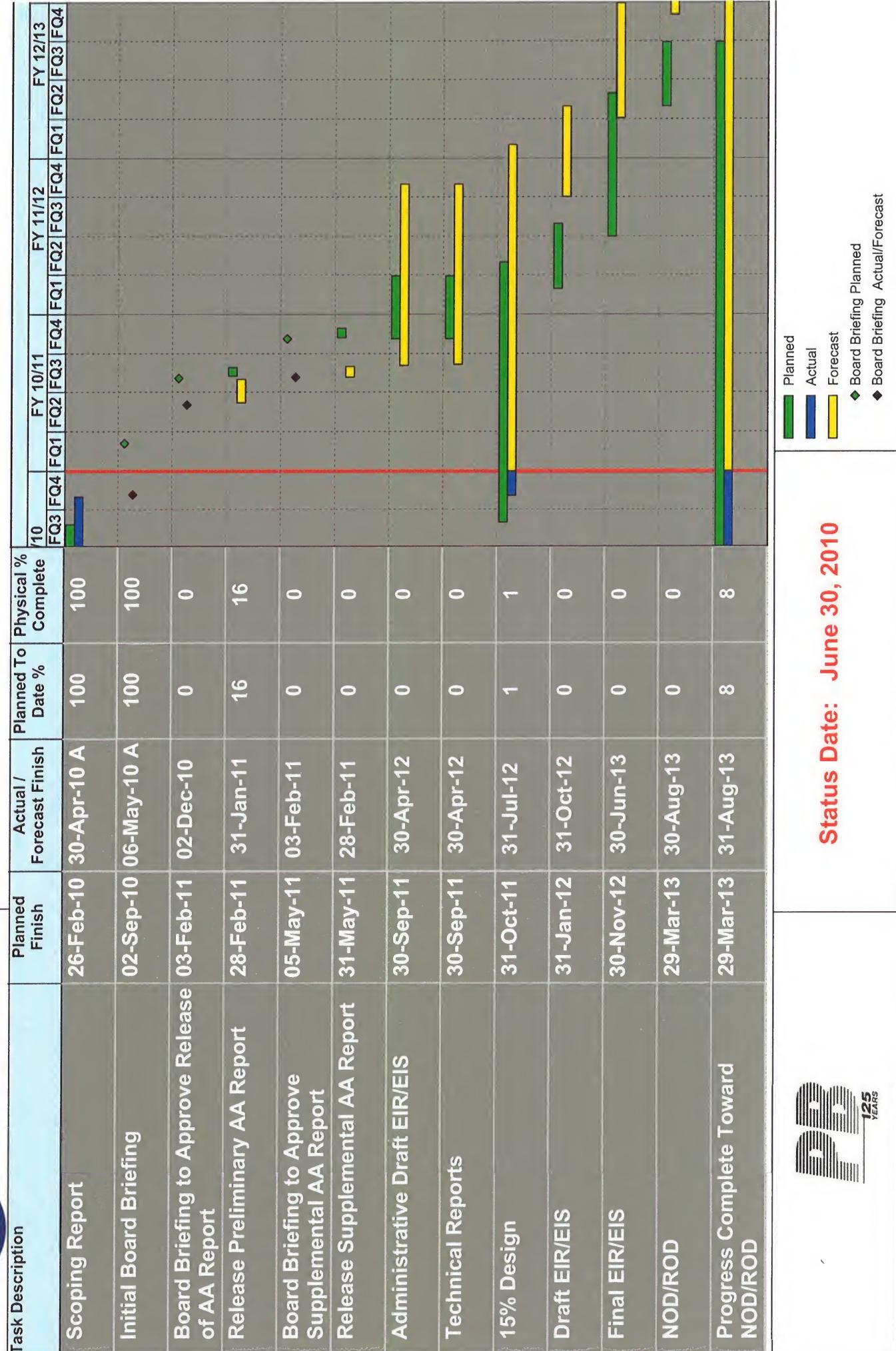
- AECOM’s provisionally approved FY10/11 AWP budget of \$2.8 million will severely limit the work that can be accomplished this year in this Section, unless the PRIIA grant is approved which could provide additional funding of \$5.3 million.



# CHS TP Environmental Schedule

**CALIFORNIA**  
Without ever leaving the ground.

## Merced to Sacramento - 110 miles



# Merced - Sacramento

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.



## **Altamont Corridor**

---

### **Accomplishments**

- During the month of June, the project team continued development of the Preliminary Alternatives Analysis. The Preliminary AA Report is currently being prepared for presentation to the Board in October 2010.
- The project team continues its coordination with the Merced-Sacramento team.

### **Key Issues**

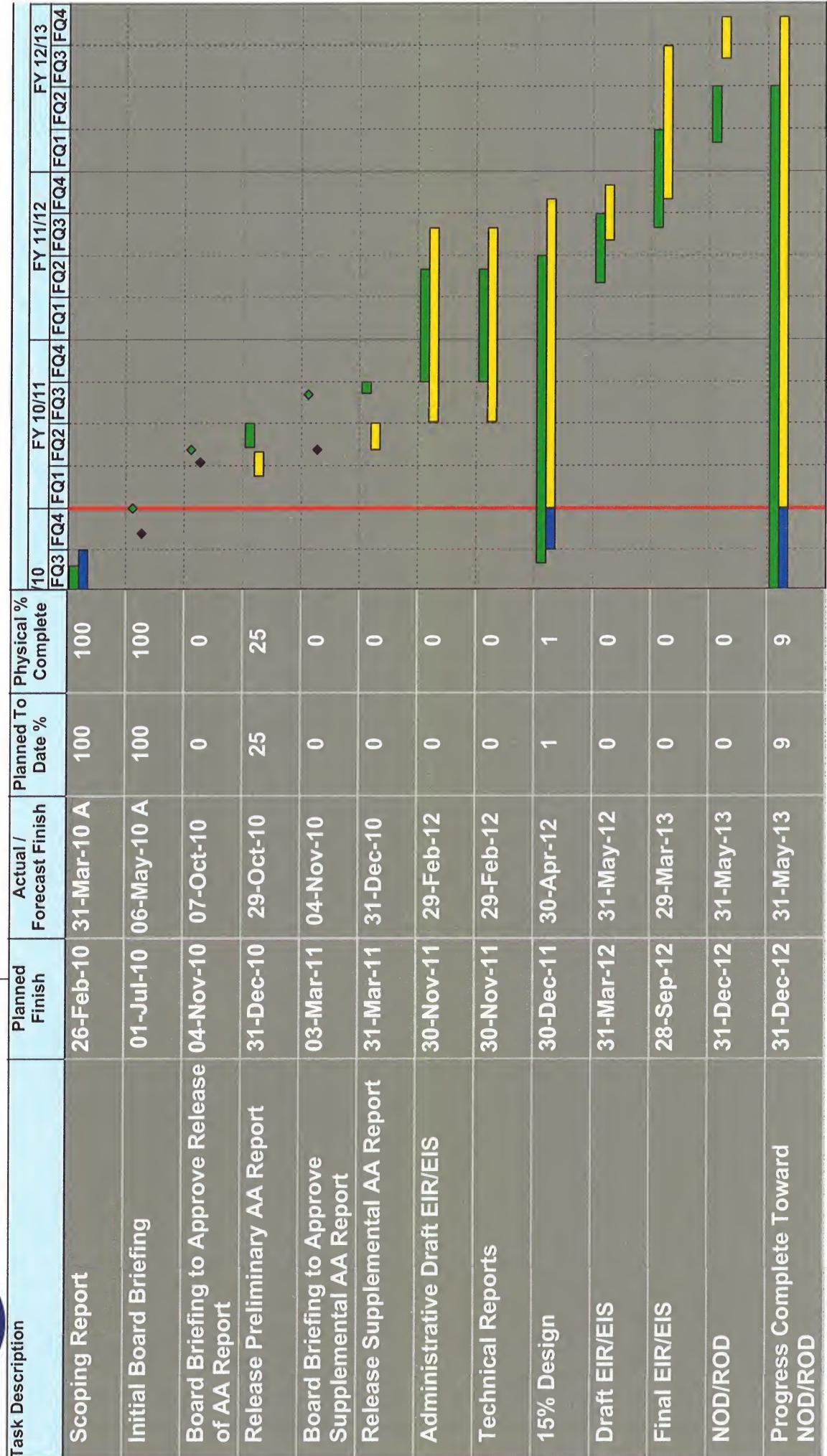
- AECOM's provisionally-approved FY 10/11 AWP budget of \$2.7 million is substantially less than what would be required to advance the work per the original schedule. Approval of the PRIIA grant to be announced at the end of September 2010 could provide additional funding of \$4.9 million.



**CALIFORNIA**  
Without ever leaving the ground.

# CHS TP Environmental Schedule

## Altamont Corridor Rail Project - 85 miles



**Status Date:** June 30, 2010

Planned  
Actual  
Forecast  
◆ Board Briefing Planned  
◆ Board Briefing Actual/Forecast

# Altamont Corridor

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The PMO concurs with the PMT report. The Environmental Technical Reports are now shown as a separate task and the environmental milestones are now sequential instead of concurrent as previously recommended.



# Engineering

---

## Accomplishments

Submitted System Requirement Package No. 7 Rail, Inclination, Equivalent Conicity to FRA for review Prepared Architectural requirements text for use in the Environmental Documents.

Initiated Request for Information (RFI) process with HSR Train Control manufacturers.

Reviewed and confirmed train speeds associated with tight radius curves on HST systems. Assessment was prepared for considerations at the south approach to LAUS HST Station.

A formal process, CPUC Petition for Order Instituting Rulemaking, has been confirmed at the staff level to allow review and acceptance for an operating CHST system by the CPUC. Draft procedures, protocol and schedule have been submitted to CPUC for review and comment. In anticipation of protocol confirmation by CPUC, development of the Petition for OIR is moving forward for the traction power and distribution system.

## Engineering Key Issues

TM 0.3 Basis of Design has been reformatted as a CHSTP Policy Document and submitted to the Authority for action. The Basis of Design documents basic design assumptions that have been used to generate the design criteria and guidance for the 15% and 30% Design Submittals. Approval of the Basis of Design Policy is desired to confirm the CHSTP Design Manual and guidance for use in the Final Design efforts.

Review and processing of the Utility Company Service and Non-Disclosure Agreements is negatively impacting progress. Traction Power design is behind plan (estimated 35% complete actual vs. 50% complete plan) due to lack of confirming information from the Utility Companies. Execution of service agreements is needed to confirm any additional connecting design or equipment needs and confirm technical feasibility. Multiple TPS site options and utility connection facilities are being assumed to mitigate the risks at this level of analysis which requires additional technical analysis work and review.

FRA review of the CHSTP System Requirements packages are behind the planned schedule of review which may have effect on the schedule for the CHSTP Petition for a Rule of Particular Applicability. Since February, FRA resources have been over-subscribed to cover the increasing HST activities in the U.S. While it is not required that FRA review the CHSTP SR packages prior to submittal of the CHSTP Petition for the Rule of Particular Applicability (RPA), early review is expected to help with processing of the CHSTP Petition. The EMT has identified the ten most critical CHSTP SR packages remaining to be reviewed and has requested and is coordinating with FRA to focus on having these reviewed prior to development of the CHSTP Petition for the RPA. The review of one of the critical packages is being planned by end of July.

HSR Train Control Systems typically require a communications frequency in the 900 Mhz to 1200 mhz range. This issue is under review with FRA. The 200-220 Mhz range has been reserved for PTC. This range is not typical of ERTMS and may not be adaptable for HST use nationally. FRA will arrange to have the FRA Comms Expert to have further discussions with the CHSTP Comms team and identify appropriate strategies to facilitate Automatic Train Controls Systems for HST in the U.S.

# Engineering

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

The EMT schedule is still missing a critical path. The PMT has assigned a new master scheduler who will be tasked with producing a more trackable schedule.

# Environmental

---

## Environmental Accomplishments

The PMT provided comments on nine baseline technical reports and baseline EIR/EIS sections for four HST sections. This included review of the draft Biological Resources Technical Report (Affected Environment) and Biological Resources, Hydrology, Geology, and Local Land Use EIR/EIS sections (Affected Environment) for the San Francisco to San Jose Section; the draft Transportation Technical Report (Affected Environment) for San Jose to Merced; the draft Hazardous Materials EIR/EIS Technical Report (Affected Environment) for Merced to Fresno; and the draft Air Quality and Community Impact Assessment Technical Reports (Affected Environment) for Fresno to Bakersfield.

Continued work on facilitate final signature of four interagency agreements between the Authority and USFWS, EPA, California Fish and Game, and the SHPO.

Following additional feedback from the USACE and EPA, additional modifications were made to the San Francisco to San Jose Purpose & Need EIR/EIS chapter. The document was resubmitted to the two agencies for final approval.

Produced a new version of Environmental Methodology Guidelines (Version 4) based on comments received from environmental resource agencies, regional consultants, and discussions with FRA. The Authority, FRA, and AG continue to review these changes. Based on these changes, the PMT also produced a revised set of EIR/EIS templates for the regional teams to follow in preparing their environmental documents.

Using the Authority/FRA-adopted task duration schedule, the PMT met with each of the four ARRA regional teams twice during the month to discuss their schedules to identify issues requiring resolution by the PMT, Authority, and FRA along with risks that, if left unaddressed, could compromise completion of the environmental work by September 2011.

Convened coordination meetings with the regional teams to discuss analysis issues associated with air quality, wetlands and biological impacts, and socioeconomics and growth inducement.

## Environmental Key Issues

As indicated last month, approval by Caltrans of an outline for preparation of a Project Report is still needed. While several meetings have been held with Caltrans staff, there is an immediate need to obtain their final approval of the outline for use by the regional consultants. Caltrans review of the draft Project Report is to occur in September at the same time the Administrative Draft EIR/EIS is under review by the PMT, Authority, FRA and AG.

As also indicated last month, there is an immediate need for approval by the FRA, Authority, EPA and the Corps of the NEPA/Section 404 Integration MOU. Approval is also required by FRA, Authority, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP). Executed agreements are needed for successfully guiding the review of technical work by each of these agencies. Similarly, the Authority needs to complete as soon as possible staff funding agreements with EPA, the Corps, SHPO, US Fish and Wildlife Service, National Marine Fisheries Service, CA Department of Fish and Game, CA Department of Parks and Recreation, and the State Water Resources Control Board.



# Environmental

---

## PMO Comments

### Accomplishments

The PMO concurs with the PMT report. The PMO has spot-checked PMT environmental reviews and found them to be satisfactory.

The PMO is awaiting release of a draft of the statewide and regional permitting strategy for review.

### Key Issues

The PMO concurs with the PMT report.

### Schedule

In the CHSTP Program section of the PMT report under CHSTP Program – Summary Accomplishments, it is stated that the PMT has prepared a resource-loaded review schedule for Environmental Deliverables. This has not yet been released to the PMO for review.

Some RC's have reported slow turn-around of PMT Environmental Reviews on non-ARRA sections.

# Railroad Operations

---

## PMT Railroad Accomplishments

*Operations Planning:* Began discussions with BNSF staff of freight / passenger train temporal separation issues Fullerton -- Anaheim. Addressed comments on Technical Memo re: LA-Anaheim operation with shared alignment LA-Anaheim.

Reviewed various Technical Memoranda for Engineering Team. Coordinated with Engineering signaling group on various design criteria, and developed train control parameter for input to the operations computer simulation model.

Continued ongoing update of system-wide computer dispatch simulation model to reflect current changes made to the alignment and to code the details and refinements to the Full System timetable/schedules. Produced travel times analysis for four additional alignment options LA-Palmdale, and three alignment options San Francisco-San Jose.

Provided additional comments on 15% in-progress submittals of Santa Fe Springs BNSF storage track options plans and ARTIC underground station option.

Completed initial draft Concept of Operations Report, continued work on draft of Operations System Requirements FRA package, provided comments on further Systems Requirements FRA review packages from Engineering group, and continued review of NFPA Section 130 fire and life safety requirements for potential revision/enhancement.

Completed draft outline and report on the Threat and Vulnerability Assessment.

*Ridership Forecasting:* Continued explanations of ridership and revenue model in response to Public Records Acts requests and California Attorney General's staff legal inquiries. Delivered written responses to two sets of detailed questions from UC Berkeley ITS review team, and provided response to draft UC Berkeley ITS report. Prepared and gave presentation on model and results to three separate groups: SANDAG staff, SCAG staff and the Southern California regional PM team consultant staff. Also prepared a presentation for the CHSRA Board meeting.

Continued revisions to station area parking guidance material in response to further Authority comments. Developed growth inducement analysis procedures and began drafting description of the key factors that make the 2003/2007 growth analyses of use for the upcoming regional EIR/S documents. Continued analysis of potential effects of constrained parking supply at HST stations, and worked to complete drafts of three technical memos documenting results of 2010 work.

## PMT Railroad Operations Key Issues

Continued to work on issues not in the original scope for FY 09/10 regarding shared use LA-Anaheim operation with fewer HST trains per hour and shared trackage as well as temporal separation operations with BNSF.

# Railroad Operations

---

## PMO Comments

### Accomplishments

The PMO has no exceptions to the PMT report.

### Key Issues

The PMO has no exceptions to the PMT report.

# Program Operations/ Program Controls

## **Accomplishments**

- Revised the FY 10/11 Annual Work Program (AWP) to reflect results of negotiations with the Authority.
- Implemented Regional Manager Invoice Procedure that formalizes the approval process and schedule
- Prepared and submitted PMT invoice for May
- Administered the Project Solve2 web site
- Document Control Administrator commenced work with the PMT.
- Met with Bentley Systems Inc. to review ProjectWise and AssetWise for potential applicability to CAHSR for document management
- Developed format and prepared formal presentation for Board Operations Committee.
- Updated PMT summary schedule
- Prepared Monthly Progress Report
- Prepared June CHSRA Board Operations Committee Report
- Risk Management program schedule for the Regional Consultants has been established and meetings are being scheduled.
- Continued preparation of the FY09/10 Deliverables Report for submittal to Authority in early August.

## **Key Issues**

Will need to work closely with the Authority in establishing corporate requirements for document management and retention, as well as configuration management, particularly with respect to selecting and implementing both a short term solution for planning/environmental approval /design/construction and a long term solution for related management needs for an operating rail system.

Now that the FY 10/11 AWPs are approved and additional Project Controls staff are on board, we will be implementing Earned Value reporting for the PMT and working with the Regional Consultants to do so as well.

# **Program Operations/Program Controls**

---

## **PMO Comments**

### **Accomplishments**

The PMO has no exceptions to the PMT report.

### **Key Issues**

The PMO concurs with the PMT report with the following exceptions/additions:

- The PMT needs to continue to improve on the Monthly Progress Report format.
- Earned value concepts need to be implemented to monitor actual progress against expenditures.
- The PMT should work with the RCs to obtain accurate CPM schedules to facilitate monitoring.
- A detailed program schedule is needed to identify all critical actions required by the Authority.
- The Risk Management program needs to be fully implemented.